

# Hongkong Daily Press.

ESTABLISHED 1857

No 13,382 號式拾叁百零千零壹第 日次初月十年六十二緒光 HONGKONG, FRIDAY, NOVEMBER 30TH, 1900. 伍拜禮 號十卷月壹十年百九千壹英港香 PRICE \$2 PER MONTH

New Advertisements will be found on page 4.

## RAINIER BEER.

"UNDoubtedly THE BEST BEER THAT HAS YET BEEN BREWED IN AMERICA."

PRICE PER CASE OF 6 DOZEN PINTS \$13.50  
" " " 4 " QUARTS } Net.

A. S. WATSON & CO.  
LIMITED,

SOLE IMPORTERS AND AGENTS.

ESTABLISHED 1841.

CUTLER, PALMER AND CO.  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong for over half a century.  
Apply to G. C. ANDERSON,  
41 Hongkong, 13, Praya Central.

NAPIER JOHNSTONE'S  
SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S SELECTION.

Sole Agents for it.

LANE, CRAWFORD & CO.

Hongkong.

41

JOHN WALKER & SONS'  
FAMOUS KILMARNOCK WHISKY.

This World-renowned.

Fine OLD HIGHLAND WHISKIES are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong of G. C. ANDERSON,

No. 13, Praya Central.

Hongkong, 26th July 1897.

43

CUTLER, PALMER  
& CO.'S

PRICE \$10.75 PER DOZEN

NET

SPECIAL BLENDED WHISKY

Blend

of Selected

Distillations of the

Finest Scotch Whiskies

Apply to

SIEMSEN & CO. Hongkong.

42

HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 6.30 a.m. Every quarter of an hour  
6.30 a.m. to 6.30 a.m. Every ten minutes  
6.30 a.m. to 10.45 a.m. Every quarter of an hour  
11.30 a.m. to 3.00 p.m. Every quarter of an hour  
3.30 p.m. to 5.30 p.m. Every quarter of an hour  
6.30 p.m. to 8.00 p.m. Every ten minutes  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.

Extra Night cars at 11.30 and 11.45 p.m.

SUNDAYS.

8.15 a.m. to 10.15 a.m. Every half hour

10.30 a.m. to 12 p.m. Every ten minutes

Noon to 2 p.m. Every quarter of an hour

2.45 p.m. to 8 p.m. Every quarter of an hour

Night cars at 8.45 p.m. and 9 p.m. and from

9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Com-

pany's Office, 38 & 40, Queen's Road Central,

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st May 1899.

43

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Es-  
tablishment is always leading in this respect.

We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fitting of every description.

Repairs can be had in second hand Machines. Repairs executed with promptitude and skill.

Channelling a specialty.

MCKIRDY & CO.

43 & 44A, QUEEN'S ROAD EAST.

Hongkong, 3rd November, 1899.

430

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND

SHIPPIERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO.

Sole Agents.

Hongkong, 14th May 1895.

1521

GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.

\$5.00 per Cask of 375 lbs. net or Factory.

\$3.00 per Bar of 250 lbs.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 2nd July, 1900.

1693a

## COTTAM & CO.

ST. ANDREW'S BALL.

DRESS SHIRTS.

DRESS TIES.

DRESS SHOES.

DRESS GLOVES, &c., &c.

35a

LANE, CRAWFORD & CO.

ST. ANDREW'S BALL.

PATENT, COURT AND DRESS SHOES.

WHITE AND LAVENDER GLOVES.

DRESS SHIRTS.

WHITE MUSLIN AND HAIRCORD DRESS TIES AND BOWS.

LANE, CRAWFORD & CO.

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS.  
EASTMANS KODAK'S, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDETAKEN.

A. CHEE & CO.,

17A, QUEEN'S ROAD, HONGKONG.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC,

C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$18.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL,

BLEND WHISKY,

\$19.75 PER DOZ.

Very soft, palatable, and mature.

EVEYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSSEN & CO., HONGKONG.

## PIANOS.

SPECIALLY PREPARED MODELS OF ALL THE FAMOUS MAKERS.

THE ROBINSON PIANO COMPANY, LIMITED.

## BURGUNDIES.

(SOLE AGENTS FOR GUICHARD, POTHERET & CO., &c.)

	1 doz.	2 doz.
	Bottles.	Bottles.
NUITS	\$12.00	\$13.00
BEAUNE	19.00	21.00
VOLNAY	23.00	—
POMMARD	27.00	—
CHAMBERTIN	34.00	—
CLOS DE VOUGEOT	40.00	—
CALIFORNIA	10.00	11.00
SPARKLING RED	26.00	28.00

H. PRICE & CO.. WINE MERCHANTS.

12 QUEEN'S ROAD.

36a

JUST RECEIVED.

XMAS NUMBERS—ILLUSTRATED

LONDON NEWS, GRAPHIC, BLACK

and WHITE, PEAR'S, and SKETCH,

at 75 cents each.

A LARGER STOCK

than ever of European made

CHRISTMAS and NEW YEAR CARDS,

TUCK'S CALENDARS, SMITH'S

DIARIES, COLLINS CALENDAR

BLOTTING PAD.

37a

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

INTIMATE CHINA, by Mr. Archibald Little \$3.50

Strength and How to Obtain It, by Sandow 1.75

Heroes of the United Service, by Valentine 4.50

China the Long-lived Empire, by Seidmore 4.50

Tom Wallis, by Louis Becke 3.50

Map of the Chinese Question 70

Isle of Unrest, by Hermann 1.50

Voices in the Night, by Steele 1.50

The Brand of the Bread Arrow, by Griffith 1.50

Digger Dick's Darling 70

A LARGE NEW STOCK of VERY FINE

ENGRAVINGS.

A NEW STOCK of

BOXES of WATER COLORS,

from 70 cents to \$7.50.

## INTIMATIONS.

BROWN, JONES & CO.  
MONUMENTAL SCULPTORS.  
AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,  
LIMITED.

THE LEADING MANUFACTURERS

OF

AERATED WATERS

IN THE

FAR EAST.

THE MACHINERY in use is of the latest design and most up to date character.

ENGLISH EXPERTS manage our factories, and their practical knowledge produces an article that is unrivalled for its excellence.

THE WATER used is the purest in the Island, and is skilfully filtered on scientific principles.

We use only the best and most expensive ingredients, guaranteeing ABSOLUTE PURITY.

We quote Special Terms to large consumers.

A. S. WATSON & CO.  
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

[29]

BIRTH.  
At Macao, on the 28th November, 1901, the wife of F. X. M. P. Tavares, of a daughter. [3016]

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 30th, 1900

"The returns received show that in the late typhoon over two hundred lives were lost and two hundred and seventy junks and fishing boats were sunk or destroyed, causing much distress among the seafaring population of the Colony. The Governor invites the inhabitants of the Colony to meet him at the City Hall on Monday, the 3rd December, at noon, to take such measures as may be deemed necessary for the relief of the sufferers."

The above statement we received yesterday morning from H.E. the Governor, with a request for its publication. This we are very glad to do, and we trust that the Governor's invitation will meet with a fitting response from the inhabitants of Hongkong.

On the 14th instant we wrote that we were in a position to state that the work of affording practical relief to sufferers from the typhoon had been organised immediately by the various Chinese benevolent societies of the Colony and that these societies were at the time financially competent to dispense all the charity necessary. We recorded also that the Tung Wha Benevolent Association had informed His Excellency, in reply to an enquiry, that they were at that time quite capable of doing the relief work unaided, but that if they should require any financial assistance they would ask him to start a public subscription list. During the fortnight which has elapsed since that date the police have been busy collecting the returns of injury to life and property among the Chinese caused by the typhoon, and the result of their labour appears in the figures given. More than two hundred lives have been lost, while among the junks and smaller boats as many as two hundred and seventy were either sunk or destroyed. It can easily be imagined how much suffering and distress have been occasioned among our

harbour and fishing population by this catastrophe of the 9th and 10th instant. As we have already seen, the Foreign Community of Hongkong was anxious to come forward and contribute to the relief of the unfortunate natives, and only held back at the request of the Chinese themselves. Now we have our opportunity. By meeting H. E. the Governor on Monday next at the City Hall, we shall be able to concert measures for assisting those who have lost so heavily by the great storm. We shall have the figures before us, and the Chinese societies will no doubt be ready to tell us to what extent they have been able to meet the call upon their charity. It will then be open for the Foreign Community of Hongkong to prove their sympathy for suffering, in the way which may be decided as best, and we have no fear that they will fail to do so. All that is wanted is a representative meeting on Monday next, and this it should be easy to obtain.

A contract has been made between Captain Jenson and a Japanese, K. Sato by name, for the salvaging of the cargo of the sunken vessel *Calanda*, consisting of about 1,000 tons of coals and 800 tons of general merchandise. The Japanese contractor undertakes to raise the goods within ten months after the signing of the contract.

In a *Government Gazette Extraordinary* issued yesterday morning, Singapore is proclaimed a "port or place at which an infectious or contagious disease prevails." In the same *Gazette* is published the letter re the release from quarantine of vessels arriving in the Netherlands Indies from Hongkong, which by the courtesy of the Dutch Consul-General we have already published in these columns.

Mr. George P. Lamont yesterday at noon, in his saloon in Duddell Street, disposed by public auction of the British steamer *Glenavon*, 2,886 tons gross (wrecked at Lung Tung Island), with all her gear, bunker coals, and cargo (about 1,000 bales of hemp). The auctioneer intimated that 3,400 bales had already been salved. Bidding was confined exclusively to Chinese dealers, and started at \$100, rising rapidly in jumps of \$25, \$50, and \$100 to \$1,150. There the figure remained for some time, but it finally rose to \$1,200, at which price the steamer was knocked down to one Lee Sing Kai.

By special invitation of the Director of the Japanese Lighthouse, Buoy and Beacon Bureau a number of Japanese and foreign officials had an opportunity on the 10th inst. of inspecting certain new lighting apparatus which is about to be brought into use. Under the guidance of the Director (Mr. Kusama) and the Engineer (Dr. Ichibashi) the visitors saw a third-class revolving light to be placed on Sekisaki in the province of Bungo; a fifth-class light for Shima; a green disappearing light for Haneda Point, and a first-class revolving light of enormous candle power for the north island of the Pescador Group.

The following items are from the *Foothill Daily Echo* of the 24th inst.:—Several changes have taken place lately in our Consular Service here. Last Monday Mr. Playfair was a passenger on the *Haikin* for home on leave, and Mr. O'Brien Butler has taken his place. Mr. Hughes is due to arrive at Pagoda Anchorage to-day and replaces Mr. Werner, who has been ordered to Hoihow.—Mr. Rickett has handed over charge of the Hongkong and Shanghai Bank to Mr. Wallace and has left for England for a year's holiday.—Many of our readers must have noticed the very neglected appearance of the Chapel in the Cemetery. For many months it has been left in the state we now see it and it is time that those who have charge of the place spent a few dollars for the necessary repairs.—We are authorized to announce that a burlesque will be performed at the Frivolity theatre on Friday next, the 30th instant. The curtain will rise at 9 p.m. and the management will be obliged if those patronising the entertainment will be in their seats a few minutes before that hour.—Though no matches have taken place this week cricket was played on Tuesday and there have been games of hockey on several afternoons, visitors from H.M.S. *Monach* joining in both.

The two years' leave of absence in China just granted to Captain J. Herbert Crocker, R.N., enabled him to learn the Chinese language, says the *Outlook*, drawn sharp attention to a fact which may well astonish the average civilian. They have at the Admiralty a list of "officers qualified to act as interpreters," but, though it comprises more than a hundred names, it does not contain one of a single officer "noted" to the Board as proficient in Chinese, Italian, German, and French officer, interpreters are fairly numerous, although it must be hoped, and may be assumed, that even they are far from exhausting the total of gentlemen in the sea service of the Crown who possess a competent knowledge of these languages. Hindostani is well represented, but on the list there are only three interpreters in Russian, one in Turkish, and one in Greek. Three or four exhaust the list as regards Arabic. More than thirty per cent. of the whole know Swahili, the Bantu tongue modified by some Arabic, which is the language of the coast people in the Zanzibar region. One officer is "noted" as Whitehall as an expert in Chinook, that curious argot of French, English, and the language of some of the North American Indian tribes, which is supposed to have had its origin in the early traders on the Columbia River, and to have spread outwards.

The East Chinese Railroad Company, according to a despatch from St. Petersburg, is trying to effect a loan in the United States and France through the Russo-Chinese Bank. The *Frankfurter Zeitung*'s correspondent, who gives \$85,000,000 as the amount, says that Director Rothstein is about to start for New York in the interest of the loan.

Kegeyama Iwasaburo, who recently threw his cloths at the carriage of the Empress of Japan, seems to have recovered from his temporary insanity. He declares himself unable to understand the motive of his extraordinary conduct, and to be much distressed at having caused such trouble to his family. His parents and relatives have come from Aichi to take charge of him, and the authorities have handed him over to their care.

The *Times* of Ceylon reports that an occurrence took place on the P. & O. steamer *Britannia* which excited some interest among the passengers. At Marseilles there came on board several Chinamen, and one of the number, who was always very handsomely attired, and showed every sign of wealth, died on the way out. There were difficulties in the way of the body being embalmed, but spirits were used to preserve the body, which was again enclosed in a case. This was transhipped at Colombo to the *Coronation* and was taken on to China by the *Coronation* and was taken on to China by the deceased man's friends.

Yet another outstretched hand for the commerce of the Pacific. The American-Hawaiian Steamship Company's pioneer vessel has just made her official trial-trip from Roach's Yard, Chester, Philadelphia. The trade, which will be extended to China and Japan in due course, will be of an independent character, and will embrace, amongst other things, the sugar freights between the Atlantic and the Pacific. The Company will operate six steamships. The one just built is 8,500 tons register. Two of the remaining five will each have a registered tonnage of 12,000. Contracts for the construction of two of the fleet are held by the Union Iron Works. This new steamship line has been started by leading Eastern shipping firms, says a San Francisco paper. Its advent into the commercial life of California is a matter of the greatest importance to this port. It opens a direct trade by sea with Philadelphia and will doubtless help materially to develop commerce with the way ports. It may be also accepted as another practical illustration of the high estimation which sagacious and enterprising Eastern shipping firms are placing on the future commerce of the Pacific Coast.

The school system which is being established in the Philippines, under the direction of Mr. Frederik, W. Atkinson, the Federal Government's superintendent of instruction, is growing apace. The latest report of Mr. Atkinson to his Government is an appeal for assistance, in which he says: "There will be no school of some dozen or more first-class primary and grammar-school teachers. We will pay \$75 to \$100 a month the year round." The Government will pay transportation from the teachers' homes to Manila. Have you in mind some normal school graduates of successful experience who will come here for three years to teach in a model school, and at the same time assist native teachers in learning our educational ways? We want also some eight or ten young men to become superintendents in some of the larger cities. Salaries to be paid would range from \$2,000 to \$2,500. My plan is to establish right away here in Manila a normal school. Can you not suggest some teachers? Do you know of the right man for the principal of the normal school? If necessary \$3,500 would be paid. I am making my wants known to some of the leading educators of the United States. Let candidates state to me for what salary they will come and the earliest possible date that they could give up their present positions and come to Manila."

The emigration of young Japanese to New Caledonia continues, and 430 from the northern parts of the Islands arrived a few days ago at Sydney in the steamer *Shinano Maru* en route for the French Colony. On their arrival a difficulty arose as to the accommodation to be provided for them pending their departure for Noumea. The *Shinano Maru* not taking them through to the French Colony, the landing of aliens was prohibited with certain reservations. One of these is the educational test which necessitates the possession of ability to read and write in any European language. As the men who are miners, and proceeding to New Caledonia to work in the mines there, were unequal to the test demanded, the Custom Authorities would not permit them to land. The position, says the *Sydney Morning Herald*, was therefore a perplexing one for the agent representing the New Caledonian Nickel Company, by whom the men were engaged. Mr. A. C. Gaertner, the Sydney agent for the company, did his best to meet the sudden demand of the authorities. The *Shinano Maru* was to leave for Melbourne, and her contract had expired so far as the conveyance of the emigrants was concerned. Mr. Gaertner engaged the steamer *Mangana*, lying in the upper harbour, and a bulk for the men's accommodation. It was evident that as the transport of these people to New Caledonia would necessitate a few days detention here, it would be little short of inhuman to keep them on board throughout that period. The representative of the Nickel Company therefore waited upon the Government, and laid the matter before the authorities, with the result that they were landed on Clark's Island pending their departure. The miners, the *Herald* adds, were very demonstrative in their expressions of gratitude for the kindness shown them. The New South Wales Government had met the wishes of the Japanese Government immediately the latter was placed before them in the most open-handed and generous manner possible.

Captain Hanah, of the British ship *Elmshire*, an occasional trader to this port, died in August on the passage home from Tacoma to London.

According to the *Journal of Commerce* (New York), the United States engineers at Manila propose at an early date to improve the water supply of that city. Plans for the undertaking are shortly to be prepared. The cost of the improvements has not yet been estimated, but that it will reach £200,000 seems to be the general opinion in engineering circles.

A special to the *Sun* from Washington says:

—The naval authorities will make the Puget Sound establishment an important repairing station. The other ships of the Asiatic fleet are to be sent there whenever they need extensive overhauling. The Navy Department is very much dissatisfied with the character of repair work on war vessels at private dockyards in the Far East and Rear-Admiral Melville has asked for an appropriation of \$1,000,000 to construct a machinery repairing ship to be sent over there. Most of the construction work hereafter will be done, however, at Puget Sound. The Navy Department has ordered Naval Constructor Frank W. Hibbs from Mare Island Navy Yard to the Puget Sound Naval Station, where he will be in charge of the construction department.

Captain Hanah, of the British ship *Elmshire*, an occasional trader to this port, died in August on the passage home from Tacoma to London.

According to the *Journal of Commerce* (New York), the United States engineers at Manila propose at an early date to improve the water supply of that city. Plans for the undertaking are shortly to be prepared. The cost of the improvements has not yet been estimated, but that it will reach £200,000 seems to be the general opinion in engineering circles.

A special to the *Sun* from Washington says:

—The naval authorities will make the Puget Sound establishment an important repairing station. The other ships of the Asiatic fleet are to be sent there whenever they need extensive overhauling. The Navy Department is very much dissatisfied with the character of repair work on war vessels at private dockyards in the Far East and Rear-Admiral Melville has asked for an appropriation of \$1,000,000 to construct a machinery repairing ship to be sent over there. Most of the construction work hereafter will be done, however, at Puget Sound. The Navy Department has ordered Naval Constructor Frank W. Hibbs from Mare Island Navy Yard to the Puget Sound Naval Station, where he will be in charge of the construction department.

According to the *Journal of Commerce* (New York), the United States engineers at Manila propose at an early date to improve the water supply of that city. Plans for the undertaking are shortly to be prepared. The cost of the improvements has not yet been estimated, but that it will reach £200,000 seems to be the general opinion in engineering circles.

A special to the *Sun* from Washington says:

—The naval authorities will make the Puget Sound establishment an important repairing station. The other ships of the Asiatic fleet are to be sent there whenever they need extensive overhauling. The Navy Department is very much dissatisfied with the character of repair work on war vessels at private dockyards in the Far East and Rear-Admiral Melville has asked for an appropriation of \$1,000,000 to construct a machinery repairing ship to be sent over there. Most of the construction work hereafter will be done, however, at Puget Sound. The Navy Department has ordered Naval Constructor Frank W. Hibbs from Mare Island Navy Yard to the Puget Sound Naval Station, where he will be in charge of the construction department.

According to the *Journal of Commerce* (New York), the United States engineers at Manila propose at an early date to improve the water supply of that city. Plans for the undertaking are shortly to be prepared. The cost of the improvements has not yet been estimated, but that it will reach £200,000 seems to be the general opinion in engineering circles.

A special to the *Sun* from Washington says:

—The naval authorities will make the Puget Sound establishment an important repairing station. The other ships of the Asiatic fleet are to be sent there whenever they need extensive overhauling. The Navy Department is very much dissatisfied with the character of repair work on war vessels at private dockyards in the Far East and Rear-Admiral Melville has asked for an appropriation of \$1,000,000 to construct a machinery repairing ship to be sent over there. Most of the construction work hereafter will be done, however, at Puget Sound. The Navy Department has ordered Naval Constructor Frank W. Hibbs from Mare Island Navy Yard to the Puget Sound Naval Station, where he will be in charge of the construction department.

A special to the *Sun* from Washington says:

—The naval authorities will make the Puget Sound establishment an important repairing station. The other ships of the Asiatic fleet are to be sent there whenever they need extensive overhauling. The Navy Department is very much dissatisfied with the character of repair work on war vessels at private dockyards in the Far East and Rear-Admiral Melville has asked for an appropriation of \$1,000,000 to construct a machinery repairing ship to be sent over there. Most of the construction work hereafter will be done, however, at Puget Sound. The Navy Department has ordered Naval Constructor Frank W. Hibbs from Mare Island Navy Yard to the Puget Sound Naval Station, where he will be in charge of the construction department.

According to the *Journal of Commerce* (New York), the United States engineers at Manila propose at an early date to improve the water supply of that city. Plans for the undertaking are shortly to be prepared. The cost of the improvements has not yet been estimated, but that it will reach £200,000 seems to be the general opinion in engineering circles.

A special to the *Sun* from Washington says:

—The naval authorities will make the Puget Sound establishment an important repairing station. The other ships of the Asiatic fleet are to be sent there whenever they need extensive overhauling. The Navy Department is very much dissatisfied with the character of repair work on war vessels at private dockyards in the Far East and Rear-Admiral Melville has asked for an appropriation of \$1,000,000 to construct a machinery repairing ship to be sent over there. Most of the construction work hereafter will be done, however, at Puget Sound. The Navy Department has ordered Naval Constructor Frank W. Hibbs from Mare Island Navy Yard to the Puget Sound Naval Station, where he will be in charge of the construction department.

According to the *Journal of Commerce* (New York), the United States engineers at Manila propose at an early date to improve the water supply of that city. Plans for the undertaking are shortly to be prepared. The cost of the improvements has not yet been estimated, but that it will reach £200,000 seems to be the general opinion in engineering circles.

According to the *Journal of Commerce* (New York), the United States engineers at Manila propose at an early date to improve the water supply of that city. Plans for the undertaking are shortly to be prepared. The cost of the improvements has not yet been estimated, but that it will reach £200,000 seems to be the general opinion in engineering circles.

According to the *Journal of Commerce* (New York), the United States engineers at Manila propose at an early date to improve the water supply of that city. Plans for the undertaking are shortly to be prepared. The cost of the improvements has not yet been estimated, but that it will reach £200,000 seems to be the general opinion in engineering circles.

According to the *Journal of Commerce* (New York), the United States engineers at Manila propose at an early date to improve the water supply of that city. Plans for the undertaking are shortly to be prepared. The cost of the improvements has not yet been estimated, but that it will reach £200,000 seems to be the general opinion in engineering circles.

According to the *Journal of Commerce* (New York), the United States engineers at Manila propose at an early date to improve the water supply of that city. Plans for the undertaking are shortly to be prepared. The cost of the improvements has not yet been estimated, but that it will reach £200,000 seems to be the general opinion in engineering circles.

According to the *Journal of Commerce* (New York), the United States engineers at Manila propose at an early date to improve the water supply of that city. Plans for the undertaking are shortly to be prepared. The cost of the improvements has not yet been estimated, but that it will reach £200,000 seems to be the general opinion in engineering circles.

According to the *Journal of Commerce* (New York), the United States engineers at Manila propose at an early date to improve the water supply of that city. Plans for the undertaking are shortly to be prepared. The cost of the improvements has not yet been estimated, but that it will reach £200,000 seems to be the general opinion in engineering circles.

According to the *Journal of Commerce* (New York), the United States engineers at Manila propose at an early date to improve the water supply of that city. Plans for the undertaking are shortly to be prepared. The cost of the improvements has not yet been estimated, but that it will reach £200,000 seems to be the general opinion in engineering circles.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

## [FROM OUR CORRESPONDENT.]

SHANGHAI, 29th November 7.55 p.m.

## DISQUI

a pier like this is but poor accommodation. With a Clock Tower and a good roof I think the pier will be worthy of the sea-front of this great city of Victoria. This pier is now completed, but it is only one of a number of piers which have been declared to be necessary. I take it that in a few years there will be at least two or three piers built along the eastern extension of the Praha, which will in a very short time be commenced. I am grateful for the proposal which has been made to me to associate my name with a public work of such utility as this. It is a pleasure to me that a work so well designed, so ably carried out, and so useful to the public of this wealthy and growing colony should be associated with my name, and I have, therefore, great pleasure in declaring the Blake Pier now open for traffic to the public. (Applause.)

His Excellency then cut a green ribbon stretching across the central arch and led the way on to the pier. In doing this he used a pair of silver scissors, which carried the inscription: "Presented to Sir Henry Blake, G.C.M.G., at the opening of Blake Pier, Hongkong, 29th November, 1900, by Kinghorn and Macdonald, contractors."

The company having promenaded for a short time, the health of Her Majesty the Queen was drunk, and afterwards that of His Excellency the Governor, and the proceedings terminated.

## CHURCH MISSIONARY SOCIETY.

## ANNUAL CONFERENCE.

The annual conference of the Church Missionary Society was held at St. Paul's College yesterday afternoon at five o'clock. Bishop Horne presided, and was accompanied on the platform by the Rev. W. Banister, Church Missionary Church, West Point; the Revs. R. F. Cobbold and F. T. Johnson. There was a good attendance of workers.

Mr. Johnson read the minutes of last year's annual meeting of the Society, after which

Mr. Banister addressed the meeting on the subject of missionary work in China, dealing more especially with its aspect in Hongkong. The work in the colony was difficult of execution, owing principally to the entire absence of that very necessary factor in the success of missionary work—the Chinese scholar. Chinese society in Hongkong consisted of three classes, the mercantile class, the working class, and lowest of all, the coolie class, and these people, by the intense materialism of their nature, rendered the soil of Hongkong an unkindly soil. The work, however, was not carried on entirely without reward.

There were seven Chinese places of worship in the colony, three of them belonging to the Church Missionary Society, and they were well filled every Sunday. What was more, continued Mr. Banister, it was a question in his mind whether there were not every Sunday more Chinese Christians at church than there were European Christians. It was not a substantiated fact, but was certainly a belief. It was the intention to extend the scope of the native church at West Point and place it on a self-supporting basis. The one thing needed in the teaching of the Chinese, concluded Mr. Banister, was patience, and the gift of patience and sympathy was a supreme one to missionary work among the Chinese.

Mr. Johnson, at the request of the Chairman, submitted a statement of accounts for the year. Owing to the illness of the treasurer, explained Mr. Johnson, it was not possible to put before the meeting a detailed statement of income and expenditure. Roughly speaking, it was as follows:—Expenses during last year amount to \$548.83. Of this amount \$19.83 was spent in local printing and in the purchase of magazines from the Church Missionary Society. Something like \$350 had been disposed of in grants. On the other hand, the receipts amounted to \$393, but it had to be remembered that by far the greater part of this amount was carried over from the previous year. In fact, the subscriptions and donations for 1900 amounted to only \$17.59. The balance in hand was \$86.53. Several bills, however, remained to be paid, so that the balance will be considerably reduced before the end of the year.

The election of a committee for 1901 was then proceeded with. On the motion of Mr. Johnson, seconded by Mr. Banister, that of 1900 was re-elected. The names of those composing it were:—Mrs. France, Mrs. Gibbs, Mrs. Goodman, Miss Hamper, Mrs. Hipwell, Mrs. Horne, Miss Johnston, Miss Falley, Sir Thomas Jackson, Hon. W. M. Goodman, Hon. R. D. Ormsby, and Messrs. A. Bryer, W. E. Hipwell, and G. Piercy.

The CHAIRMAN delivered a short address. He dilated on the necessity for the appointment of native clergymen if the work of Christianising the Chinese was to make material progress. The native clergymen of Hongkong—many people were not even aware that such a personage existed—was to the speaker, accustomed as he had been to the easy-going mainland type of clergymen, quite a revelation in energy and zeal, and his great work was being more honoured day after day. Enthusiasm—that was what they wanted to give missionary work, the impetus it needed. The progress made, however, was very satisfactory, and the speaker's experience of missionary work in China had him to be very thankful indeed for the steady advance that work had made and was making. They had a telling proof of this in the North. Owing to the rising there, the European missionaries had been withdrawn from almost all the up-country stations, which were left in charge of native missionaries. And what was the result? Did the people revert to their old heathen practices? No, the work had gone steadily on, and he was confident that, if every European went out of China to-morrow, the church already planted was strong enough to go forward entirely unsupported, and to grow and spread.

The proceedings then terminated.

## POLICE COURT.

Thursday, 29th November.

## BEFORE MR. HAZELAND.

## LI-U-MUN GAMBLING CASE.

The Li-u-mun gambling case was finally disposed of yesterday morning, when the fourth charge arising out of the raid ended in the conviction of the defendants, Mr. Reece, who appeared for them, tendering a plea of guilty. The three masters were fined \$100 and the others \$5 each.

One of the defendants was further charged with taking a leading part in the assault upon the police at the time of the raid. He was arrested outside the precincts of the court on the 31st October, at the third hearing of the case.

The Magistrate, after hearing evidence, said

he was not satisfied as to the identity of the defendant, and although he would deal most severely with any case of assault upon the police, in the present instance there was an element of doubt, and he was inclined to give the defendant the benefit of it and let him go.

## THE "PRESERVEANCE" CASE.

The adjourned hearing of this case was resumed at 2.15, when Mr. Hays proceeded with the cross-examination of a seaman from the pirated launch.

## BEFORE MR. HALLIFAX.

## THEFT FROM THE NAVAL YARD.

For some time back quite a number of pieces of metal in the shape of brass valves, etc., have been disappearing from the Naval Yard, and the master was duly reported to the police. Sergeant Gourlay received instructions to visit the shops of the various dealers, and in the course of his investigations came across one particular store in Yau-nati, where he found several brass valves that were ultimately proved to have been stolen from the s.s. *Energie* about two months ago. Further search resulted in the finding of other brassware reasonably supposed to have been stolen from the naval yard.

Sergeant Gourlay, of course, arrested the Chinaman, and at the Police Court two charges were preferred against him, one of being in unlawful possession of a number of brass valves, and the other of receiving stolen property. He was convicted and fined \$100 on the first charge, and on the second sentenced to three months hard labour.

## ROWDY BRITISHERS.

Two British seamen from the sailing ship *Savannah* were charged with behaving in a disorderly manner whilst drunk on the 25th inst. The second man was further charged with assaulting the Chinese constable who attempted to arrest them.

They admitted the charge. The first man was fined \$2 or five days and the second \$7 or ten days.

## THIEVING FROM THE DOCK COMPANY.

An apprentice boiler-maker pleaded not guilty to stealing two pieces of iron, value \$6, the property of the Hongkong Whampoa Dock Company.

A watchman in the company's employ deposed that he saw the defendant acting suspiciously near a window, and searched him. He found the two pieces of metal produced on the person of defendant.

The accused alleged that witness struck him and compelled him to carry the iron.

The charge was found proven, and sentence passed of one month's imprisonment, with hard labour.

## A BAD CHARACTER.

The Japanese seaman Kuramada, who some time ago was arrested on a charge of seriously wounding in a street fight another Japanese seaman, but was discharged on the ground of insufficient evidence, was, with a second man named Sakito, placed in the dock and charged with drunken and disorderly conduct on the 29th inst.

P. C. Hudson stated in evidence that at 12.45 a.m. on the 29th he was called to No. 17, Ship Street, where he found the two defendants fighting. Witness parted the man and tried to get them quietly downstairs. On the way down Kuramada tried to trip witness, and at the bottom he began to shout and struggle. Another constable arrived on the scene, and with his help the two men were conveyed to the lock-up. The two defendants were alone in the room when they were fighting. Witness was positive that there was not a third man present.

Sakito admitted the charge, but Kuramada asserted that the fighting was between Sakito and another man. He was occupied in the effort to part them when the constable arrested him. He wished to be allowed to call a witness.

The witness, Kondo by name, slouched out from amongst those in court, and told a story of how he saw Sakito and another man fighting in the room, and Kuramada trying to separate them. The other man went away lately, and Sakito attempted to follow, which he was prevented from doing by Kuramada, who was at that moment arrested by the constable.

This story was proved to be an utter fabrication from beginning to end. The witness did not even see the disturbance.

The magistrate demanded to know why he went into the witness-box and told such deliberate lies, and ordered him to be placed under arrest for perjury.

Inspector Ford said he knew the man Kuramada to be a thoroughly bad character.

Kuramada was fined \$10 or a month's hard labour, Sakito \$5 or 14 days' hard labour, and Kondo, the lying witness, \$3 or 10 days' hard labour.

## CRICKET.

A cricket match was played on Wednesday, the 28th inst., between St. Joseph's College and the Diocesan School. St. Joseph's College won by 10 runs. The following is the score:

ST. JOSEPH'S COLLEGE.	
A. Loboero, b. Strangman	6
C. Ozorio, b. Strangman, b. Pan Kow	10
I. Remedios, b. Strangman	0
C. Remedios, not out	0
C. Carvalho, b. Strangman	1
E. Roza, c. A. Loboero, b. Ozorio	1
H. Teixeira, b. Strangman, b. Ozorio	0
Ch. Yau, b. Remedios	9
A. Ponca, b. Pan Kow	0
Sam Fook, b. Pan Kow	18
Total	18
DOCEAN SCHOOL.	
E. Hastings, b. Loboero, b. Ozorio	1
Fun Kan, h.w.	0
J. Roza, b. Remedios	0
Par Kow, h.w.	0
E. Brando, c. Chau Yau, b. Ozorio	2
E. Strangman, b. Ozorio	1
H. Moore, b. Remedios	0
W. Shirley, b. Remedios	1
P. Alberg, not out	0
E. Alberg, b. Remedios	1
E. Brando, c. Loboero, b. Remedios	0
Extras	1
Total	8

## THE SITUATION IN MANCHURIA AND NORTH CHINA.

The commercial nations advancing into Asia by the south, and Russia, ever pressing forward to the north, stand face to face in Manchuria. One must give way. Are free trade and its beneficent results to be checked by the military despotism of a nation whose aim is to secure the supreme position in Asia?

The race that conquers China has at its call, in 25 years, the greatest army that ever trod this earth. Russia's secret desire is to be in command of that army, and the first step in the great scheme is all but complete.

By a master-stroke the Siberian Railway was diverted through Manchuria to Newchwang and Port Arthur. In order to throw dust in the eyes of Europe, this diversion within the Chinese borders was called the Chinese Eastern Railway, and bogus regulations were set forth in the blue books, from which it is sufficient to quote after a term of years the railway is to be Chinese!!

As a matter of fact, the line is absolutely controlled by Russia, and the Boxer rising has given them the opportunity of ruthlessly subduing the whole of Manchuria, and firmly establishing themselves in it, under pretext of protecting the railway.

The Boxers had to be suppressed with a strong hand, but why is it that Russia alone is operating in Manchuria? Japanese, American, and British gunboats have visited Newchwang, but none attempted to interfere with the supreme position of Russia. Newchwang is a treaty port. British, American, German, Japanese, commercial interests are large, yet Russia is allowed to seize the Custom-house and administer alone the port of Manchuria.

These proceedings are in strange contrast to those at Shanghai and elsewhere. If China were divided now Russia might get Manchuria as part of a bargain with other Powers. It is not to be divided, but Russia now virtually gets it for nothing unless the other Powers speedily hasten themselves.

The contention is that whole province, more than one and a half times the size of France or three times the size of Great Britain and Ireland, can be exclusively controlled by the owners of our railway through it, cannot be admitted. Manchuria is well worth safeguarding. It is the only part of China with a white man's climate all the year round. It contains cultivated land, pasture land, and forests, and is diversified by rivers, hills, and plains. It is rich in minerals.

When trade statistics are examined the audacity of the Russian game becomes astounding. The latest published are for 1899, and the value of the tail was then 3/0/d. The figures are: Total foreign trade of China, 460 millions. Under the British flag, 40 per cent.

Under the American flag, 13

" Japanese flag, 25

" Chinese flag, 9

" Scandinavian flag, 8

From opium, 4

Under Russian flag, 1

100 per cent.

This revenue is required to pay the European interest on Chinese Government bonds, yet the Power which contributed 1 per cent. cannot seize the Custom-house and administer alone the import and export duties.

These statistics show that the proportion of foreign trade entering through Newchwang was about 10 per cent., making the place the fifth in importance of the treaty ports.

572 foreign trading vessels arrived at Newchwang in 1899, 196 were Japanese, 185 were British, 112 were Chinese; all other nations mustered 89, of which the Russian share was 13.

The Customs revenue collected at Newchwang in 1899 was 91 million taels. This was contributed as follows:—

Under the British flag, 40 per cent.

Under the American flag, 13

" Japanese flag, 25

" Chinese flag, 9

" Scandinavian flag, 8

From opium, 4

Under Russian flag, 1

100 per cent.

This revenue is required to pay the European interest on Chinese Government bonds, yet the Power which contributed 1 per cent. cannot seize the Custom-house and administer alone the import and export duties.

Taken all round, Manchuria is one of the plums of the China pudding. The total trade of Russia with all China in 1899 was 22 million taels, less than half the trade of all other Powers with Manchuria alone, and yet Russia was 89, of which the Russian share was 13.

The secret of Russia's action is this. The Central Asiatic Railways is a scheme well-known in Petersburg. Passing through Karsu, Shensi, and Shansi, it will join the Imperial Chinese Railway at Chingting; the Imperial Chinese Railway is the connecting link with the Siberian lines, and without a strong reminder that this railway is not hers, it will never be given up by Russia. The Russo-Chinese Bank—practically a branch of the Foreign Office—is agent for the railway south from Chingting to Hankow, in the heart of the Yangtze Valley, and the second most important trading center in China.

Preparations are thus being made before the eyes of Europe to obtain for Russia the paramount position in China. Hitherto it has been the fashion to accept any lame excuse from the wily Muscovite. If a precedent is now established by allowing Russia to dominate Manchuria on account of the railway there, then the world will be in a state of mortal danger.

If the open door and free trade policy proposed by England and Germany is not to be reduced to an absurdity in North China, it is essential that Russia give explicit assurances that the Siberian Railway will be used to fairly develop trade, and that all Powers have the right to station consuls in Manchuria.

All preferential treatment must cease, and insidious grabbing by Russia by the other Powers a menace to the peace of Europe and the world.

The Imperial Chinese Railways must be restored right up to Newchwang, and given a free hand to develop the district west of the river Liao, and run into Mukden.

The valuable coal deposits at Nanpiao are on the railway. Newchwang will yet be another Newcastle, if the British Government, hitherto weak in the extreme, has not become altogether moss-grown.

In China, and especially in Tientsin, no one nation should be granted advantages, on account of the interests should be ousted, or account of the

influence of the Chinese.

In Shantung, Germany at Tsingtao, and is constructing railways, but England and Germany have long ago earned the confidence of the Chinese. The Chinese Maritime Customs, and the Chinese Government, have been established at Tsingtao, and all goods pay the universal China duties, yesterday.

The proceedings then terminated.

## RUSSIAN VOLUNTEER FLEET.

At the "open" ports of Port Arthur and Tientsin there is no such arrangement. You are in Russia there, and precedent unfortunately does not reassure us regarding their aims there and elsewhere.

Now is the time for the commercial nations to bar the march of the military despot, and in addition to declaring free trade, to act accordingly.

## NEW ADVERTISEMENTS

## FOUND.

7 BALES SILK COCOONS found by Police floating in the Harbour after the recent Typhoon. Owners should apply at Central Police Station.

F. J. BADELEY,  
Deputy Supt. of Police.

Hongkong, 30th November, 1900. [3010]

## LOST.

In the Vicinity of Kowloon Hotel.

A GOLD CHAIN BRACELET, set with Small SAPPHIRES and DIAMONDS. If same be returned to the MANAGER of the Kowloon Hotel, Finder will be liberally Rewarded.

Hongkong, 30th November, 1900. [3015]

## TO LET.

"KIRKENDO," at the PEAK.

Apply to—

DENNYS & BOWLEY.  
Hongkong, 30th November, 1900. [3013]

## AUCTIONS

NO. 1, WYNDHAM STREET (opposite German Club), suitable for Offices and Godowns. From 1st January, 1901.

Apply to—

SANG KEE.  
No. 298, Praya Central.  
Hongkong, 30th November, 1900. [3014]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.  
THE Company's Steamship

## "HAILOONG."

Captain Bathurst, will be despatched for the above port TO-DAY, the 30th inst., at NOON.

For Freight or Passage, apply to  
DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 29th November, 1900. [3008]

FOR VLADIVOSTOCK.

THE Steamship

## "GERMANY."

Captain Bondixen, will be despatched as above TO-MORROW, the 1st December, at 5 p.m.

For Freight, apply to

EAST ASIATIC TRADING CO., LTD., Agents.

Hongkong, 30th November, 1900. [3011]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

## "FORMOSA."

Captain Hodgson, will be despatched for the above ports on SUNDAY, the 2nd December, at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 30th November, 1900. [3012]

FOR SHANGHAI.

THE Steamship

## "ELSE."

Captain Petersen, will be despatched for the above port on TUESDAY, the 4th prox., at 4 p.m.

For Freight, apply to

SIEMSEN & CO., Agents.

Hongkong, 29th November, 1900. [3009]

THE HONGKONG WEEKLY PRESS will

be ready to-morrow and will contain:—

Leading Articles:—

Alied Inaction in China.

Sir Robert Hart and Others on Chinese Affairs.

The Massacres of Missionaries.

The Peace Negotiations.

Relief of the Typhoon Sufferers.

The Crisis: Telegrams.

Failures at the Seat of War.

The St. Andrew's Ball.

Opening of a New Pier.

Another Piracy Case.

The Soldiers' Club.

The A.D.C. at the Theatre.

Messrs. Marsh and Ward's Concert.

Lady Blake's Speech at the Women's Conference, Shanghai.

Canton.

Swatow.

Correspondence.

Supreme Court.

The Li-um-un Gambling Case.

The Perseverance Piracy.

Crickets.

Football.

Royal Hongkong Yacht Club.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance: postage, 8¢.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 30th November, 1900.



ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of the ZET-

LAND LODGE will be held at the FENIMORE'S HALL TO-MORROW NIGHT (SATURDAY), the 1st December, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 26th November, 1900. [2971]

FURNISHED ROOM wanted by a Bachelor, with or without BOARD.

Apply to—

M. N.  
Care of Office of this Paper.  
Hongkong, 24th November, 1900. [293]

CHRISTMAS!

## CHRISTMAS!!

CHRISTMAS!!

NOW unpacked—

TOYS, TOYS, TOYS of all descriptions.

CRACKERS in beautiful variety.

SWEETS, CHRISTMAS CAKES, & CHRISTMAS and NEW YEAR CARDS

a Specialty.

INSPECTION INVITED.

THE MUTUAL STORES.

8 & 10, D'Aguilar Street.

Hongkong, 24th November, 1900. [296]

## ENTERTAINMENT.

THEATRE ROYAL,  
CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB  
will give a REPETITION of  
"OUR FLAT"  
(IN AID OF THE ITALIAN CONVENT),

MONDAY, 3rd December, at 9 p.m.,  
on

Booking Office opens on Wednesday, 28th November, and Tickets may be booked from 10 a.m. to 4 p.m. on that and following days (except on Friday, 30th instant).  
H. C. NICOLLE,  
Acting Manager.

Hongkong, 27th November, 1900. [2983]

## AUCTIONS

GOVERNMENT NOTIFICATION.  
No. 648.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on MONDAY, the 3rd day of DECEMBER, 1900, at 3 p.m., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.  
Hongkong, 24th November, 1900. [2986]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 3rd day of DECEMBER, 1900, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Ma-Tau-Kok, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 Years.

THE HONGKONG STEAM WATER-BOAT COMPANY, LIMITED.

CAPITAL... \$75,000.

Divided into 7,500 Shares of \$10 each, payable \$5 on Application and the Balance to be called up as may be required.

CONSULTING COMMITTEE.  
LIAO TZE SAN, Esq. (Manager, CHINA MERCHANTS STEAM NAVIGATION CO., LTD.), CHAU SIUKI, Esq. (Manager, HONGKONG AND KOWLOON LAND AND LOAN CO., LTD.).

MANAGER,  
J. W. KEW, Esq.

BANKERS.

MESSRS. WILKINSON & GRIST.

OVER 5,000 Shares have been ALREADY ALLOCATED.

The Share List will Close on the 30th November, 1900.

Application Forms may be had at the Company's Banks' Offices, HONGKONG AND SHANGHAI BANK, and at the Company's Solicitors' Offices, Messrs. WILKINSON AND GRIST.

Dated this 28th November, 1900.

MATTHEW J. D. STEPHENS,  
Solicitor for  
A. H. RENNIE.

A. H. RENNIE.

NOTICE.

TUNG LUNG OTHERWISE TAM TOO ISLAND.

THE PUBLIC are requested to be good enough not to land at or shoot over the above named Island situated between the Fo Tan Mau and Tatton Channels beyond the Li-U-Mu-Pas, as the Owner of the Island, A. H. RENNIE, has a flock of Sheep grazing over the lands.

Dated this 28th November, 1900.

MATTHEW J. D. STEPHENS,  
Solicitor for  
A. H. RENNIE.

A. H. RENNIE.

PUBLIC COMPANY.

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the Company's Office, No. 9, Des Voeux Road, Victoria, in the Colony of Hongkong, on SATURDAY, the 6th day of December, 1900, at NOON, for the purpose of Considering and, if thought fit, Passing the A or B Resolutions following.

RESOLUTIONS A.

1.—That the Capital of the Company be increased by the creation and issue of 60,000 New Ordinary Shares of \$10 each, with the sum of \$3 paid up on each, and that the Directors be empowered and authorized to accept surrenders of the present 60,000 Ordinary Shares of the Company of \$8 each on which the sum of \$8 each has been paid up, and that one New Share of \$10, with the sum of \$8 paid up thereon, be given in lieu of and in exchange for each old share of \$8 fully paid up, and that thereupon the said old shares be cancelled.

2.—That the remaining \$2 payable in respect of each of the New Shares the sum of \$1 be paid on the surrender of the Old Shares and that the residue be (if necessary) called up and paid at such times and in such instalments as the Board may determine.

RESOLUTIONS B.

1.—That the Capital of the Company be increased by the creation and issue of 60,000 New Ordinary Shares of \$12 each, with the sum of \$8 paid up on each, and that the Directors be empowered and authorized to accept surrenders of the present 60,000 Ordinary Shares of the Company of \$8 each on which the sum of \$8 each has been paid up, and that one New Share of \$12, with the sum of \$8 paid up thereon be given in lieu of and in exchange for each old share of \$8 fully paid up, and that thereupon the said old shares be cancelled.

2.—That of the remaining \$4 payable in respect of each of the New Shares the sum of \$1 be paid on the surrender of the Old Shares and that the residue be (if necessary) called up and paid at such times and in such instalments as the Board may determine.

By Order,

A. H. MANCELL,  
Secretary.

Hongkong, 24th November, 1900. [2962]

## PUBLIC COMPANIES

THE HONGKONG ELECTRIC COMPANY, LIMITED.

SHAREHOLDERS, who have not yet paid the Call of \$8 per Share on the New Issue of Shares, due on 1st instant, are hereby reminded that same should be paid forthwith and Scrip sent in to the Company's Office for endorsement, and notice is hereby given that, in accordance with the provisions of the Company's Articles of Association, interest at the rate of 12 per cent per Annum from 1st inst. till date of payment will be charged on all such calls outstanding after this date.

By Order,

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th November, 1900. [2893]

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

A INTERIM DIVIDEND on account

of the year 1900, at the Rate of Fifty Cents per Share or Five per cent. on the Capital of the Company will be PAYABLE at the Hongkong and Shanghai Bank, Hongkong, on and after the 28th instant, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The DIVIDEND will also be payable at the Hongkong and Shanghai Bank, Shanghai, Newchawang and Choncup Fusan.

By Order,

SIEMSEN & CO., Agents.

HONGKONG  
BUSINESS DIRECTORY.

## AUCTIONEERS, &amp;c.

PAUL BREWITT,  
2 Zetland Street, Auctioneer, Appraiser  
and Commission Agent.

HUGHES & HOUGH,  
Auctioneers to the Government, and Shares  
and General Brokers, corner Ice House  
Street and Praya Central.

V. I. REMEDIOS,  
Auctioneer, Appraiser and Agent,  
8, Queen's Road Central.

## BOARD AND LODGING

THIS SPACE IS RESERVED  
FOR THE  
WESTERN HOTEL.

## BOOKBINDING

"DAILY PRESS" OFFICE,  
The only office in China having European  
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.,  
Printers, Bookbinders and Account Book  
Manufacturers, 23 and 25, Queen's Road  
(under Hongkong Hotel).

## BUILDERS

KANG ON,  
Contractor: 59, D'Aguilar Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.  
Mechanics engaged, Estimates given.

## CHEMISTS DRUGGISTS, &amp;c.

THE PHARMACY,  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

THE VICTORIA DISPENSARY,  
Chemists and Druggists, High-class Aerated  
Waters, Dealers in Photographic  
Requisites, Queen's Road.

WATKINS, LTD. APOTHECARY'S HALL, 66,  
Queen's Road Central, Cigars, Aerated  
Waters, Wines, Beers, Spirits, etc.

## CURIO DEALER

KWONG HING,  
China Porcelain, Crockery Ware; 59a,  
Queen's Road Central.

## DENTISTS

WONG HOMI,  
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,  
Surgeon Dentist, 24, Bank Buildings,  
Opposite Hongkong Hotel.

## DRAPERS

EBRAHIM ELIAS & CO.,  
Milliners, Silk Mocres, Haberdashers,  
Low Prices; 37, 39, Wellington Street.

SEE WOO,  
Tailor, Draper and Outfitter; 67 and 69,  
Queen's Road.

## FLOUR

SPERRY FLOUR COMPANY,  
Proprietors of the following Celebrated  
Brands of Flour: "Sperry's XXX,"  
"Golden Gate," "Pioneer," "Buckeye,"  
"Anchor," &c.

WILLIAM WHILEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1839.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories;  
17a, Queen's Road Central.

LI KWONG LOONG,  
Cabinet-maker, Furniture Dealer, Art De-  
corator and Dealer, 17, Queen's Road.

## GROCERS

THE MUTUAL STORES,  
Sup.-Agents Lipton, LTD.,  
8 and 10, D'Aguilar Street.  
Provision and General Merchants.

## JEWELLERS

KANG LEE & CO.,  
Jewellers, Gold and Silversmiths. Watch-  
makers, Japanese Curios and Blackwood  
Furniture. Opposite Post Office, 36,  
Queen's Road Central.

MAISON LEVY HERMANOS,  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Iloilo.

WAH LOONG,  
Gold and Silverware. Silk Dresses, Crepe  
Shawls, Ivory, Lacquerware, Fans,  
Curios, Brushes, Human Hair, Fea-  
thers; 88, Queen's Road Central.

THE LIGHT OF THE FUTURE  
EASTERN ACETYLENE LIGHTING  
COMPANY. Head office, 52a, Queen's  
Road Central. Fittings of every de-  
scription for the ACETYLENE LIGHT  
at lowest rates.

## MERCANTILE AGENT

WOODS & CO.,  
Duddell Street, Agents for American and  
European Export Houses.

## PHOTOGRAPHERS

A FONG,  
The largest and most complete Studio in  
Hongkong. Established 1859. Views,  
Engravings, Ivory Miniatures, Oil  
Paintings, &c.; Ice House Street.

E HING,  
Engraving, Developing, Printing, Mod-  
erate Rates; 20a, Queen's Road East.

MEE CHEUNG,  
Ice House Street, Top Floor. Permanent  
Engravings, Groups, Views, etc. Devel-  
opment. Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST,  
Bronzes and Crayon Engravings. Work  
done for Amateurs. 8a, Queen's Road, CL.

YEE CHUN,  
Marine and Portrait Painter, 50, Queen's  
Road, Upstairs.

HONGKONG  
BUSINESS DIRECTORY.

## PHOTOGRAPHER

H. YERA,  
Japanese Photographer, 14, Beaconsfield  
Arcade, Queen's Road Cl., also Wan Chai.  
Amateur Requirements a Specialty.

## PRINTING

"DAILY PRESS" OFFICE,  
Proofs read by Englishmen.

## SILK GOODS DEALERS

TEJUMIL POHUSING,  
Dealer in Chinese, Indian and Japanese  
Goods. Silks, Woolen and Cashmere  
Shawls and other Sundry Goods; 4  
D'Aguilar Street, First Floor.

WASSIA MULL ASSOMULL,  
Wholesale and Retail Importers and  
Exporters, India, Chinese and Japanese  
Silks, Cashmere Shawls and Ceylon  
Lace; 46, Queen's Road, Cl.

## SILK LACE MANUFACTURERS

FR. BLUNCK,  
Exporter of Real Hand-made Torchon Lace  
in Silk, Linen and Cotton, Grasscloth and  
Silk Embroideries. Hand-made Silk  
and Linen LACE Curtains made to  
order; 17, Queen's Road, Central.

## STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors. Ship Chandlers, Sail-  
makers, Provision and Coal Merchants, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,  
Navy Contractors. Ship Chandlers, Sail-  
makers, Provision and Coal Merchants, Sail-  
makers, Provision and Coal Merchants,  
Praya Central.

KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chants, 144, Des Vaux Road.

MORE & SEIMUND,  
Shipchandlers, Sailmakers, Riggers, Com-  
mission Agents and General Store-  
keepers, 43 and 45, Praya Central.

## TAILORS

R. HAUGHTON & CO.,  
Naval, Military and Civil, 16, Queen's Road,  
Opposite Kulun's Curio Store.

HUNG YUEN,  
Outfitters, Shirt Makers, Hatters, Hosiers,  
Drapers, 55, Queen's Road, Central.

YEE SANG FAT & CO.,  
Outfitters, Piece Goods, Underwear, Shoes,  
Hats, Silk Handkerchiefs; Opposite Post  
Office, Queen's Road Central.

## TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"  
Importer of the Best Manila Cigars; 25,  
Pottinger Street.

KRUSE & CO.,  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes; Dealers in  
Fancy Goods Agents.  
Connaught House, Queen's Road.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.,  
12, Queen's Road  
and Calle Anlague, Manila.

WILLIAM WHILEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1839.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories;  
17a, Queen's Road Central.

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI  
A.1, A.B.C., Scotts and Engineering Codes  
Used.

DOCK No. 1 (at TATEGAMI).  
Extreme Length ... 523 feet.  
Length on Blocks ... 513 ...  
Width of Entrance on Top ... 89 ...  
Width of Entrance on Bottom ... 77 ...  
Water on Blocks at Spring Tide 264 ...

DOCK No. 2 (at MUKAIJIMA).  
Extreme Length ... 371 feet.  
Length on Blocks ... 350 ...  
Width of Entrance on Top ... 66 ...  
Width of Entrance on Bottom ... 53 ...  
Water on Blocks at Spring Tide 22 ...

PATENT SLIP (at KOSUGI).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILDING  
and MARINE ENGINEERING as well  
as in REPAIRING of SHIPS.

The COMPANY has a POWERFUL SAL-  
VAGE PLANT READY at SHORT  
NOTICE. [1619]

## WING CHEONG.

Dealers in  
JEWELRY, PEARLS, DIAMONDS,  
CURIOS, JADESTONEWARE, CARVED  
IVORYWARE, SILKS, and GRASS  
CLOTHS.

## GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen  
of this Colony that we commenced Business on  
the 11th April, 1900, and we solicit their kind  
patronage.

Nos. 1, & 3, D'AGUILLAR STREET,  
Behind Hongkong Dispensary.  
Hongkong, 5th April, 1900. [2181]

BOMBAY-BURMAH TRADING COR-  
PORATION LIMITED,  
BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS and SCAN-  
PLANS, PLANED, TONGUED, and GROOVED  
BOARDS, FOR FLOORING, CEILING, WALLING,  
&c. TEAK SHINGLES FOR ROOFING.

PINAKADE RAILWAY SLEEPERS for all  
GAUGES.

Bates Supplied and Orders Booked by  
JARDINE, MATHESON & CO.,  
Hongkong, 3rd May, 1895. [2182]

NOT BEYOND HOPE.

Those who have suffered year after year with  
Rheumatism will be glad to hear of a remedy  
that has proved an absolute specific. There are  
no conditions of Rheumatism, no matter how  
severe, nor from what cause, that cannot  
immediately be relieved and permanently cured  
by Little's Oriental Balm. People who have  
tried a hundred remedies, liniments, and doctors  
are apt to be resigned to their fate. They  
come to believe that there is no such a  
thing as a cure for Rheumatism. They have  
been disappointed so many times that another  
trial seems almost useless. To all such we say,  
try Little's Oriental Balm faithfully and patiently  
and you will soon rejoice at the return of your  
precious health. Many a person was cured  
through Little's Oriental Balm by the use of a  
single bottle; others have used from 3 to 6 bottles  
to obtain the same result. In only very rare and  
exceedingly obstinate cases were more than 6  
bottles necessary. Sold at 12s. 1 per bottle.  
Agents for Hongkong: THE VICTORIA  
DISPENSARY, LTD. [2183]

## SCIENTIFIC MISCELLANY.

LIGHT WITHOUT HEAT—PLASTER AND ACCOU-  
TICS—PHOSPHORESCENCE FROM DARK RAYS  
—THE GUN THAT USES NO POWDER—CAVE  
SALTPESTER—SPRING-HEELED BOOTS—IS  
MATTER INDESTRUCTIBLE?—VANISHING  
MAMMAL—TESTING A SNAKE STORY—OLD  
EST LIVING THINGS.

Lighting by phosphorescence has long been  
an attractive dream. Believing that the dream  
may be best materialized through certain luminescent  
microbes, M. Raphael Dubois has sought  
for these the most suitable culture bouillon,  
which must contain water, sea salt, phosphated  
and other foods, and traces of mineral matter.  
After thousands of trials he has succeeded with  
these liquid bouillons in giving a room the light  
of full moonlight. By this light from millions  
of living organisms, print may be read, the time  
told by a watch, and a few operations may be  
performed for which ordinary artificial light  
would be unsuitable. M. Dubois expects to in-  
crease the intensity of the light, thus making it  
of much practical value.

Connection between the acoustics and the  
plaster of a room has been pointed out by Prof.  
Charles Nussbaum. To obtain at once the best  
results where softness of timbre or tone color is  
required, as in concert halls, the walls and  
ceiling should not be covered with lime and sand,  
but with a mortar of plaster of Paris, free  
from sand in the upper layers, and carefully  
smoothed. The strongly elastic, delicate sur-  
faces of this plastering is specially adapted for  
reflecting sound waves and giving soft timbre.

A dark lamp has been made by M. Gustave  
Le Boe for producing invisible radiations of  
great wave length. Among the striking ex-  
periments performed with it has been the  
placing near it, in an absolutely dark room, of  
a statuette covered with sulphide of lime and  
also perfectly dark. In about two minutes the  
statuette becomes luminous, appearing to  
emerge from the darkness.

In a new German furnace, liquid air is poured  
upon peat and other low-grade fuels to aid com-  
bustion. On evaporation, nitrogen passes off  
first, leaving a gaseous mixture, containing 50  
per cent of oxygen, which powerfully forces the  
fire.

The centrifugal gun, which uses no explosive  
whatever, is the result of many years of experimen-  
tation by an experienced British engineer, Mr.  
James Judge. A disc at the base of the gun is  
rotated rapidly by a small electric motor, and the  
shots are thrown by centrifugal force from the  
circumference of the disc at any rate up to 3,000  
per minute, and with a muzzle velocity of about  
2,000 feet per second. There is no noise and no  
recoil.

As at present designed, the gun is five  
feet high and weighs about 600 pounds, and is  
operated by two men protected by a light shield.  
Though intended specially for service on electric-  
ally-equipped warships, it can be adapted for  
field purposes by mounting on a light carriage,  
with the addition of oil-engine and dynamo for  
generating electric current. In addition to  
obvious advantages, the weapon has unlimited  
vertical range, and will fire around a complete  
circle.

Without the saltpetre that was obtained from  
caves in the Southern States during the war  
of 1812, it is believed that the history of  
America and of the world would have been  
materially changed. The origin of this cave  
saltpetre has just been investigated by Mr.  
W. H. Hess, who finds from numerous analyses  
that the deposits could not have come from bat  
guano, as has been supposed, but that they have  
resulted from the evaporation of percolating  
water charged with nitrates from the surface  
soil. Similar nitrate deposits are sometimes  
noticed under ledges of rock.

The military boot of Capt. Leder, of the  
Austro-Hungarian army, is an ordinary boot  
with a spiral spring in the heel under a leather  
inner sole. The spring not only lessens jar in  
walking, but gives ventilation to the foot. In  
practical tests in the army, it has greatly lessened  
the fatigues of marching, and has wholly  
prevented soreness of the feet.

A singular observation of the last seven or  
eight years is that in certain chemical reactions  
a minute quantity of matter seems actually to  
disappear. A late German experimenter claims  
to have shown positively a diminution of weight  
of about one part in 50 million in a number of  
reactions, such as the mixture of copper  
sulphate with water.

The modern conquest of the earth is every-  
where marked by the extinction of grand old  
types of animal life—from man downward. A new  
work by Mr. W. L. Stokes mentions two  
large mammals that have become extinct in  
South Africa in recent times, and several others  
that are surely passing. The last blue-bok was  
killed in 1799. It is now known from five com-  
plete mounted specimens and several pairs of  
skulls.

The modern conquest of the earth is every-  
where marked by the extinction of grand old  
types of animal life—from man downward. A new  
work by Mr. W. L. Stokes mentions two  
large mammals that have become extinct in  
South Africa in recent times, and several others  
that are surely passing. The last blue-bok was  
killed in 1799. It is now known from five com-  
plete mounted specimens and several pairs of  
skulls.

THE only FIRST CLASS HOTEL in the  
Colony. Moderate terms by the day

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VEHICLE'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	CANTON	Brit. str.	—	C. F. Lockstone, R.N.L.	P. & O. S. N. Co.	To-day, at Noon.
LONDON, &c., VIA PORTS OF CALL	SOPHIA	Brit. str.	—	L. M. Wibner, R.N.L.	P. & O. S. N. Co.	On 8th Dec., at Noon.
LONDON VIA SUEZ CANAL	ANTENOE	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 11th Dec.
LONDON	SOCOTRA	Brit. str.	—	T. H. Hide, R.N.R.	P. & O. S. N. Co.	On or about 13th Dec.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 25th Dec.
BREMEN, VIA PORTS OF CALL	PYRINUS	Brit. str.	—	Tillotson	BUTTERFIELD & SWIRE	To-morrow.
MARSEILLES, &c., VIA PORTS OF CALL	KONG ALBERT	Ger. str.	—	O. Cuppers	MELCHERS & CO.	On 12th Dec., at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &C.	ANNAM	Fran. str.	—	Poydonot	MESSAGERIES MARITIMES	On 3rd Dec., at 1 P.M.
HAVRE, BREMENHAVEN & HAMBURG	AMURIA	Ger. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 14th Dec., at Daylight.
HAVRE & HAMBURG	ARAGOSTA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 8th Dec.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Forst	CARLOWITZ & CO.	On or about 20th Dec.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th Dec.
HAVRE & HAMBURG	HOLSATIA	Brit. str.	—	Schmitt	CARLOWITZ & CO.	On or about 8th Jan.
HAVRE & HAMBURG	HILLGLEN	Brit. str.	—	Bakke	DODWELL & CO., LIMITED	On or about 20th Jan.
HAVRE & HAMBURG	GLENARTNEY	Brit. str.	—	E. G. Warner	MCGREGOR BROS. & GOW	To-morrow.
HAVRE & HAMBURG	DEVONSHIRE	Brit. str.	—	Hanson	SHEWAN, TOME & CO.	On or about 20th Dec.
HAVRE & HAMBURG	VERONA	Brit. str.	—		CARLOWITZ & CO.	On or about 28th Dec.
HAVRE & HAMBURG	R. MORROW	Brit. ship	—		ARNHOLD, KARBERG & CO.	On 19th Dec.
HAVRE & HAMBURG	EMPEROR OF JAPAN	Brit. str.	—		DODWELL & CO., LIMITED	To-morrow.
HAVRE & HAMBURG	TACOMA	Brit. str.	—	H. Pybus, R.N.R.	T. M. STEVENS & CO.	On or about 30th inst.
HAVRE & HAMBURG	MILOS	Ger. str.	—	A. Dixon	ARNHOLD, KARBERG & CO.	On about 1st Dec.
HAVRE & HAMBURG	PETERSEN	Brit. str.	—		PACIFIC MAIL S. S. CO.	On 4th Dec., at Noon.
HAVRE & HAMBURG	CITY OF PEKING	Amr. str.	—		O. & O. S. S. CO.	On 11th Dec., at Noon.
HAVRE & HAMBURG	GALIC	Brit. str.	—		TOYO KISEN KAISHA	On 18th Dec., at Noon.
HAVRE & HAMBURG	HONGKONG MARU	Jap. str.	—		BUTTERFIELD & SWIRE	On 10th Dec.
HAVRE & HAMBURG	CARLISLE CITY	Brit. str.	—		MESSAGERIES MARITIMES	On 10th Dec., at 4 P.M.
HAVRE & HAMBURG	CEINGTU	Brit. str.	—		SIEMENS & CO.	On 14th Dec., at Daylight.
HAVRE & HAMBURG	AZILIE	Brit. str.	—		MELCHERS & CO.	On or about 6th Dec.
HAVRE & HAMBURG	MUNCHEN	Ger. str.	—		EAST ASIAN TRADING CO.	To-morrow, at 5 P.M.
HAVRE & HAMBURG	GERMANY	Ger. str.	—		NIPPON YUSEN KAISHA	On 21st Dec., at Daylight.
HAVRE & HAMBURG	WAKASA MARU	Jap. str.	—		J. B. Macmillan	On 21st Dec., at Noon.
HAVRE & HAMBURG	KAMAGAWA MARU	Jap. str.	—		J. Mc McKenzie	On 4th Dec., at Noon.
HAVRE & HAMBURG	YAWATA MARU	Jap. str.	—		A. E. Moses	On or about 2nd Dec.
HAVRE & HAMBURG	TAIWAN	Amr. str.	—		Nelson	On 4th Dec., at 4 P.M.
HAVRE & HAMBURG	OCEANIEN	Fren. str.	—		PETERSEN	On or about 4th Dec.
HAVRE & HAMBURG	ELIE	Brit. str.	—		G. K. Wright	On or about 8th Dec.
HAVRE & HAMBURG	JAPAN	Brit. str.	—		S. Burcham	To-day, at Noon.
HAVRE & HAMBURG	BENGAL	Brit. str.	—		Bathurst	On 2nd Dec., at Daylight.
HAVRE & HAMBURG	HALLOON	Brit. str.	—		Hedging	On 2nd Dec., at Noon.
HAVRE & HAMBURG	FOMOSA	Brit. str.	—		K. Hasegawa	On 2nd Dec., at Daylight.
HAVRE & HAMBURG	TAMISUI MARU	Jap. str.	—		K. Suzuki	On 5th Dec.
HAVRE & HAMBURG	AKASHI MARU	Jap. str.	—		MITSU BUSSAN KAISHA	On 12th Dec., at Daylight.
HAVRE & HAMBURG	ANPING MARU	Jap. str.	—		BUTTERFIELD & SWIRE	On 4th Dec.
HAVRE & HAMBURG	SUNGKANG	Brit. str.	—		SHEWAN, TOME & CO.	On 4th Dec., at 5 P.M.
HAVRE & HAMBURG	PEELA	Brit. str.	—		BUTTERFIELD & SWIRE	On 10th Dec., at 4 P.M.
HAVRE & HAMBURG	CHINGTU	Brit. str.	—		NIPPON YUSEN KAISHA	On 12th Dec., at Noon.
HAVRE & HAMBURG	HIROSHIMA MARU	Jap. str.	—		SANDER WIELER & CO.	On 10th Dec., P.M.
HAVRE & HAMBURG	MARIA TERESA	Aus. str.	—		Rassevich	

## SHIPPING.

## VESSELS ON THE BERTH

## LOADING ON THE BERTH.

ARRIVALS.  
Nov. 28 RIO-NEIGRO, French str., 3,600, C. A.  
Richard, Taku 22nd November.

Nov. 28 RAJAH, British steamer, 3,637, J. L.  
Loftwick, R.N.R., Shanghai 25th Nov.,  
General—JARDINE, MATHESON & CO.

Nov. 29 CANTON, British str., 2,164, C. F.  
Lockstone, Foochow 26th Nov., General—  
P. & O. S. N. CO.

Nov. 29 LOKSANG, British str., 987, Leasie,  
Swatow 29th Nov., Bullast—JARDINE,  
MATHESON & CO.

Nov. 29 PENTAKOTA, British str., 2,209, H.  
L. Parsons, Taku via Chefoo and Weihsien-  
wei 23rd November.

Nov. 29 ELSE, German steamer, 903, Peterken,  
Cafsoo 24th Nov., General—JEBSK & CO.

Nov. 29 QALTA, German steamer, 1,146,  
Johannesburg, Java 26th Nov., Sugar—JAR-  
DINE, MATHESON & CO.

Nov. 29 GWALIOR, British hospital ship, 2,274,  
W. W. Allen, Shanghai 26th November.

Nov. 29 INDIA, British transport, 2,531, H. B.  
C. Plommer, Sanhoek 24th November.

Nov. 29 LOOSANG, German str., 1,020, JACKSON,  
Singapore 22nd Nov., Timber—BUTTER-  
FIELD & SWIRE.

Nov. 29 ADAMASTOR, Portuguese cruiser,  
from Macao.

Nov. 29 TEHAN, British str., 1,461, O. ANDER-  
SON, Hongay 27th Nov., Coal—BUTTER-  
FIELD & SWIRE.

CLEARANCES.  
AT THE HARBOUR MASTER'S OFFICE  
29TH NOVEMBER.

Aru Maru, Japanese str., for Singapore.  
Bentley, British str., for Nagasaki.

Hilts, British str., for Swatow.

Diamante, British str., for Manila.

Catherine Ayar, British str., for Singapore.

Lyceum, German str., for Shanghai.

Taichow, German str., for Swatow.

Hermes, Norwegian str., for Hongay.

Etc., German str., for Canton.

DEPARTURES.

Nov. 28 DUNDEE, British str., for Chaimaun.

Nov. 28 CANTON, British str., for Shanghai.

Nov. 28 STUTTGART, German str., for Europe.

Nov. 28 LOONGMCON, German str., for Canton.

Nov. 28 ELSE, German str., for Canton.

Nov. 28 TAICHEONG, German str., for Swatow.

Nov. 28 PEIUSE, British str., for Amoy.

Nov. 28 DIAMANT, British str., for Manila.

Nov. 28 C. APCA, British str., for Calcutta.

Nov. 28 HELEMUS, Nov. str., for Hongay.

Nov. 28 LYCEUM, German str., for Shanghai.

Nov. 28 PATEE, Belgian str., for Shanghui.

VESSELS IN DOCK.

ABERDEEN DOCKS—Benj. Sewall, Deuterus,  
KOWLOON DOCKS—Tartar, Clara, Formosa,  
Gordon, Telemachus, Hercules, H.M.S. Otter,  
COSMOPOLITAN DOCK—Tacoma, Brecon-  
shire, Machen.

SHIPPING REPORTS.

The British steamer CANTON, from Foochow

26th November, had fine weather and light to  
moderate monsoon.

The British steamer Leshang, from Swatow

23rd November, had strong northerly wind and  
cloudy weather.

The German steamer Leosah, from Singapore

22nd Nov., had fresh monsoon and cloudy wea-  
ther throughout the voyage, with high head sea.

The British steamer Pentakota, from Taku

via Chefoo and Weihsien 23rd November, had  
very smooth passage all the way down. Passed  
H.M.S. Argonaut, bound north, on the 28th  
November.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the  
OWNERS will be RESPONSIBLE for any  
DEBT contracted by the Officers or the Crews  
of the following Vessels during their stay in  
Hongkong Harbour—

STATE OF MAINE, American ship, Colcord—  
Standard Oil Co.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

Taking cargo at LONDON rates.

THE Company's Steamship

PYRHUS.

Captain Tillotson, will be despatched as above  
TO-MORROW, the 1st December.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 29th November, 1900. [27]

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VEHICLE'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	CANTON	Brit. str.	—	C. F. Lockstone, R.N.L.	P. & O. S. N. CO.	To-day, at Noon.
LONDON, &c., VIA PORTS OF CALL	SOPHIA	Brit. str.	—	L. M. Wibner, R.N.L.	P. & O. S. N. CO.	On 8th Dec., at Noon.
LONDON	ANTENOE	Brit. str.	—	Jackson	BUTTERFIELD & SW	

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.  
FOR SWANCHAI, NAGASAKI, KOBE AND YOKOHAMA.  
THE Company's Steamship

"OCEANIEN."

with the outward French Mail, left Singapore on Sunday, the 23rd instant, at 6 p.m., and will leave for the above ports on or about SUNDAY, the 2nd December, 1900.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 26th November, 1900. [2]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOETS—POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 3rd December, 1900, at 1 p.m., the Company's Steamship "ANNAM," Captain Poydon, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. Australian, which vessel takes on her Passengers and Mails, leaving that port on the 13th December direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 2nd December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 26th November, 1900. [2]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship  
"AKASHI MARU," Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 5th December.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 22nd November, 1900. [234]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

SHANGHAI, NAGASAKI, (TUESDAY, Dec. 18, 1900, at NOON, at KOBE, Inland Sea, Yo-ko-hama, and HONOLULU)

NIPPON MARU (via SHANGHAI, NAGASAKI, SATURDAY, Jan. 12, 1901, at NOON, at KOBE, Inland Sea, Yo-ko-hama, and HONOLULU)

AMERICA MARU (via SHANGHAI, NAGASAKI, THURSDAY, Feb. 7, 1901, at NOON, at KOBE, Inland Sea, Yo-ko-hama, and HONOLULU)

THE Twin-Screw Steamship

"HONGKONG MARU"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 18th December, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

For Freight or Passage, apply to

McGREGOR BROS. &amp; GOW,

Agents.

Hongkong, 21st November, 1900. [294]

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DAWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRIE."

Captain St. John George, will be despatched for the above ports on FRIDAY, the 13th December.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 21st November, 1900. [294]

SHEWAN TOME'S & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE"

will be despatched for the above port on or about the 20th December, 1900.

For Freight, apply to

SHEWAN TOME'S &amp; CO., Agents.

Hongkong, 9th November, 1900. [235]

OCEAN STEAMSHIP COMPANY.

FOR LONDON (VIA SUEZ CANAL).

THE Company's Steamship

"ACHILLES"

Captain Brown, will be despatched as above on TUESDAY, the 25th December.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 16th November, 1900. [295]

## VESSELS ON THE BERTH

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

## OF PEKING (via

## TUESDAY, Dec. 4,

## Inland Sea, Yokohama, and Honolulu)

## CHINA (via Shanghai,

## Nagasaki, Kobe, In-

## land Sea, Yokohama, and Honolulu)

## City of Rio de Janeiro

## (via Shanghai,

## Nagasaki, Kobe, In-

## land Sea, Yokohama, and Honolulu)

## TUESDAY, Jan. 22,

## 1901, at Noon.

## POST OFFICE NOTICES

The Orient, with the French Mail of the 2nd November, left Saigon on Thursday, the 29th inst., at 7 p.m., and may be expected here on or about Sunday, the 2nd December. This packet brings replies to letters despatched from Hongkong on 25th September.

The Empress of Japan, with the Canadian Mail, left Shanghai on Tuesday, the 27th inst., at 1 p.m., and may be expected here to-day.

## MAILS WILL CLOSE

PORT	PER	DAY AND HOUR
Taiwan	Friday	30th, 11.00 A.M.
Hainan	Friday	30th, 11.00 A.M.
Singapore	Friday	30th, 1.00 P.M.
Hainan	Friday	30th, 3.00 P.M.
Shanghai	Friday	30th, 3.00 P.M.
Bangkok	Friday	30th, 4.00 P.M.
Shanghai	Saturday, 1st Dec.	9.00 A.M.
Quang-shou-wan, Hsio-ho, Pak-hoi & Haiphong	Saturday, 1st Dec.	9.00 A.M.
Moji, Kobe, Yokohama and Portland (Or.)	Saturday, 1st Dec.	9.00 A.M.
Foochow, Shanghai, Moji, Kobe, Yokohama	Saturday, 1st Dec.	9.00 A.M.
Victoria and Tacoma	Saturday, 1st Dec.	3.00 P.M.
Vindivostok	Saturday, 1st Dec.	5.00 P.M.
Swatow, Amoy and Tamsui	Saturday, 1st Dec.	5.00 P.M.
Swatow, Amoy and Tamsui	Monday, 3rd Dec.	

EUROPE, &c., India via Tuticorin  
(Late Letters 11.40 to 11.30 A.M. Extra Postage 10 cents) ...

Annun.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents) ...

City of Peking...

SANDAKAN, SINGAPORE, ELICE, PERLA, MUNICH

Sobrasa...

SAIPAN, Ponape, Friedrich-Wilhelmsen, Einfelschaf, Herberts-Holte, Townsville, Brisbane and Sydney

Cartile City...

KOBE, Yokohama, San Diego and San Francisco  
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents) ...

Empress of Japan

TO-DAY. Show of Chrysanthemums, Kowloon Hotel  
Gardens. TO-MORROW. Meeting of the Zetland Lodge, 9 p.m.

COMMERCIAL.  
CLOSING QUOTATIONS.

THURSDAY, 29th November,

ON LONDON.— Telegraphic Transfer 2/1<sup>st</sup>  
Bank Bills, on demand 2/1<sup>st</sup>  
Bank Bills, at 30 days' sight 2/1<sup>st</sup>  
Bank Bills, at 4 months' sight 2/1<sup>st</sup>  
Credits, at 4 months' sight 2/1<sup>st</sup>  
Documentary Bills, 6 months' sight 2/1<sup>st</sup>

ON PARIS.— Bank Bills, on demand 2/63  
Credits, at 4 months' sight 2/63

ON GERMANY.— On demand 2/14

ON NEW YORK.— Bank Bills, on demand 50<sup>4</sup>  
Credits, 60 days' sight 52

ON BOMBAY.— Telegraphic Transfer 156<sup>1</sup>

Bank, on demand 157<sup>1</sup>

ON CALCUTTA.— Telegraphic Transfer 156<sup>1</sup>

Bank, on demand 157<sup>1</sup>

ON SHANGHAI.— Bank, at sight 71<sup>3</sup>

Private, 30 days' sight 72<sup>3</sup>

ON YOKOHAMA.— 24 p.c. dia.

On demand 2/1<sup>st</sup>

ON MANILA.— Par.

ON SINGAPORE.— 1 p.c. pm.

On demand 125<sup>1</sup>

ON BATAVIA.— On demand 2/1<sup>st</sup>

ON HAIKONG.— 2 p.c. pm.

ON SAIGON.— 1 p.c. pm.

ON BANGKOK.— On demand 60

SOVEREIGNS, Bank's Buying Rate 95<sup>50</sup>

GOLD LEAF, 100 fine, per tael 50

BAR SILVER, per oz. 29<sup>2</sup>

## OPIUM.

Quotations are— Allow' co net, to 1 catty.  
Malwa New \$90 to \$880 per pioul.  
Malwa Old \$820 to \$880 " "  
Malwa Old \$840 to " "  
P. P. per-wrapped \$50 to " "  
Persian fine quality \$870 to \$920 " "  
Persian extra fine " " "  
Patna New \$842 to " per chest.  
Patna Old " " "  
Bengal New \$840 to " "  
Bengal Old " " "

## VESSELS EXPECTED.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of Japan* arrived at Shanghai at 1 p.m. on Tuesday, the 27th inst., and left again same day at 11 p.m. for Hongkong, where she is due to arrive to-day.

THE FRENCH MAIL.

The M. M. steamer *Oceanique*, with the next French mail, left Saigon on Thursday, the 29th inst., at 7 p.m., for this port.

THE GERMAN MAIL.

The Imperial German Mail steamer *Prinz Heinrich*, carrying the German mail with dates from Berlin of the 5th inst., left Colombo on Thursday, p.m., the 22nd inst., and may be expected here on or about Tuesday, the 4th prox.

THE INDIAN MAIL.

The Indo-China steamer *Sutang*, from Calcutta and the Straits, left Singapore for this port at 7 a.m. on the 28th inst., and is due here on Tuesday, the 4th prox.

THE AMERICAN MAIL.

The O. & C. steamer *Guilio*, with mails, &c., from San Francisco to the 3rd inst., via Honolulu, has arrived at Yokohama, and left for Shanghai on Saturday morning, 24th inst., and may be expected here on or about the 4th prox.

MERCHANT SHIPS.

The N. G. L. steamer *Wittenberg*, from Hamburg, left Singapore for this port on the 24th inst., and may be expected here on or about the 30th inst.

The P. & O. steamer *Japan*, left Singapore for this port on the 27th inst., at 2 p.m.

The Austria Lloyd's steamer *Mon Tresor*, left Moji for this port on Wednesday, 28th inst., at 7 a.m.

## POST OFFICE NOTICES.

## JOINT STOCK SHARES

HONGKONG, 20th November.

STOCKS.	NO. OF SHARES	ISSUE VALUE	PAID UP.	LAST DIVIDED	CLOSING QUOTATIONS
BANKS.					
Hongkong and Shanghai Corporation	80,000	\$125	\$125	30th div. at 1/11/00	117 p. c. ex 2/1 <sup>st</sup>
Bank of China & Japan, Ltd.	100,975	25	24	3 None	\$16.00 per share for 1st half year 1900
Do. Deferred	1,250	21	20	2/5 for 1899	\$25, sales & buyers
National Bank of China, Ltd.	10,070	210	210	2/5/98-1/1/99=\$130 for '99	\$25, buyers
Do. Founders' Shares	7,600	21	21	None	\$25
MANUAL INSURANCES.					
Union Ins. Society	10,000	\$250	\$250	40 p. ct. \$20 for 1898	\$245, sellers
China Traders' Ins. Co., Ltd.	24,000	\$135	\$135	16p. per cent. for 1st half year 1900	\$31, sellers
North China Ins. Co., Ltd.	5,000	\$100	\$25	F.T.S. 82-1/2=120 for '99	\$125, buyers
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$80	\$10=10 p. ct. for 1897	\$115, sellers
Canton Insurance Office, Ltd.	10,000	\$250	\$200	\$12 for 1899	\$130, buyers
Straits Insurance Co., Ltd.	30,000	\$100	\$80	5 per cent. for 1893	\$1
Fire INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	\$27 for 1898	\$295, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	\$8 for 1898	\$76, sellers
SHIPPING.					
Hongkong, Canton and Macao S. B. Co., Ltd.	80,000	\$15	\$15	\$1.20 for half year 1st ended 30/6/99	\$321, buyers
Indo-China S. N. Co., Ltd.	60,000	\$10	\$10	5p. ct. & 1/2 p. ct. bonus for '99	\$95, buyers
China & Manila S. N. Co., Ltd.	6,000	\$50	\$50	20 per cent. for 1896	\$63, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30/6/98	\$307, sellers
China Mutual S. N. Co., Limited, Preference	20,000	\$10	\$10	Int. of 3 per cent. on '96	\$201, sellers
Do. Ordinary	20,000	\$10	\$5	Int. of 5 per cent. on '96	\$210, sellers
Star Ferry Co., Limited	10,000	\$10	\$10	\$1.05-12.50 p. ct. for 1st half year 1900	\$31, sellers
Shell Transport & Trading Co., Limited	2,000,000	21	21	Int. of 5 per cent. on account of 1900	\$63, buyers
REFINERIES.					
China Sugar Refining Co., Limited	20,000	\$100	\$100	Int. of \$2 per share on '96	\$123, buyers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$35, buyers
MINEs.					
Punjani Mining Co., Ltd.	60,000	\$8	\$8	None	\$275, sellers
Do. Preference	30,000	\$1	\$1	None	\$75, sellers
Societe Fran. des Charbonnages du Tonkin	16,000	\$2,250	\$2,250	None	\$300, buyers
Quelina Mining and Trading Company, Ltd.	400,000	25	25	5 p. ct. half year ended 31/7/98	7 cents, sales & sellers
Raub Australian Gold Mining Co., Limited	200,000	24	24	1 sing. div. 1st, 10th	\$61, sellers
Oliver's Freshfield Mines, Limited	15,000	\$3	\$3	None	\$2, sales
Great Eastern and Central Gold Mining Co., Ltd.	140,000	\$4	\$4	First year	5 cents
Do. Preference	70,000	\$1	\$1	None	30 cents
DOCKS, WHARVES, & CO.					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	5p. ct. & 1/2 p. ct. bonus for 1st half year 1900	\$45 per cent. pr. = \$30,23
Hongkong and Kowloon Wharf and G. Co., Ltd.	30,000	\$50	\$50	Int. of 5 per cent. on account of 1900	\$83
Wanchai Warehouse and Storage Co., Ltd.	2,600	\$100	\$71	Int. of 5 per cent. on account 1900 = 22 p. ct. for 1898	\$61, buyers
New Atrey Dock Co., Ltd.	6,000	\$97	\$93	22 per cent. for 1898	\$201
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	Int. \$3 on account 1900	\$183, sales
Kwloon Land & Co. Co.	8,000	\$30	\$30	\$1 for 1899	\$231 buyers
West Point Building Company, Limited	32,500	\$40	\$40	Int. \$1.50 on acc't. 1900	\$45, sales & buyers
Hongkong Hotel Company, Limited	12,000	\$60	\$50	10 p. ct. for half year ended 30/6/1900	\$120
Oriental Hotel Co., Limited	7,000	\$60	\$40	First year	\$11.75
Humphreys Est. & Fin. Co.	100,000	\$10	\$10	6 per cent. for 1898	\$1,000
COTTON MILLS.					
Evo Cotton, Spinning and Weaving Co., Ltd.	17,500	\$100	\$100	3 p. ct. for period ending 31/10/97	\$182, sellers
International Cot. Mfg. Co., Ltd.	10,000	\$100	\$100		